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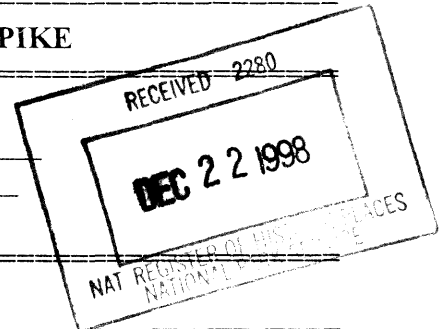
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United States Department of the Interior National Park Service
NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1. Name of Property WESTON AND GAULEY BRIDGE TURNPIKE

historic name: Weston and Gauley Bridge Turnpike

other name/site number: _____



2. Location

street & number: Section between Stonewall Jackson
Lake and Burnsville Lake

not for publication: N/A

city/town: Burnsville

vicinity: X

state: WV

county: Braxton

code: 007

zip code: 26335

county: Lewis

code: 041

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination _____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets _____ does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (____ See continuation sheet.)

Susan M. Perce
Signature of Certifying Official

12/16/98
Date

State or Federal agency and bureau Date

In my opinion, the property _____ meets _____ does not meet the National Register criteria. (____ See continuation sheet for additional comments.)

Signature of Certifying Official/Title Date

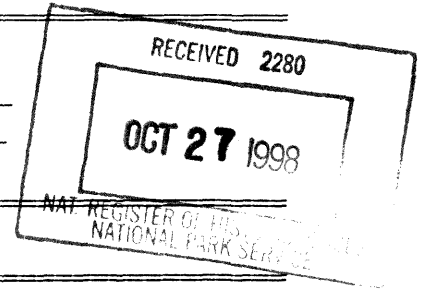
State or Federal agency and bureau Date

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Susan M. Perci 6/26/98
Signature of Certifying Official Date

State or Federal agency and bureau Date

In my opinion, the property meets _____ does not meet the National Register criteria.
(____ See continuation sheet for additional comments.)

Paul D. Anderson Federal Preservation Officer
Signature of Certifying Official/Title Date 15 Oct 98

U.S. Army Corps of Engineers
State or Federal Agency and bureau Date

Weston & Gauley Bridge Turnpike
Name of Property

Braxton County, WV
County and State

4. National Park Service Certification

I, hereby certify that this property is:

Signature of Keeper

Date of Action

entered in the National Register

See continuation sheet.

Bob Sauge

1-28-99

determined eligible for the

National Register

See continuation sheet.

determined not eligible for the

National Register

removed from the National Register

other (explain):

5. Classification

Ownership of Property:

(Check as many boxes as apply)

Category of Property

(Check only one box)

private

public-local

public-State

public-Federal

building(s)

district

site

structure

object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing

Noncontributing

buildings

sites

structures

objects

TOTAL

2

1

2

1

Name of related multiple property listing

N/A

(Enter "N/A" if property is not part of a multiple property listing.)

Number of contributing resources previously listed in the National Register

N/A

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6. Function or Use

Historic Functions

Current Functions

TRANSPORTATION: road related

TRANSPORTATION: trail related

7. Description

Architectural Classification:

Materials

Style No style

Foundation _____

Walls _____

Roof _____

Other Unpaved, turnpike

Narrative Description

(See continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing.)

A Property is associated with events that have made a significant contribution to the broad patterns of our history.

B Property is associated with the lives of persons significant in our past.

C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield, information important in prehistory or history.

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Criteria Considerations

(Mark "X" in all the boxes that apply.)

Property is:

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

1849-1917

Significant Dates

1861-1865

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder (last name first)

N/A

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

=====

9. Major Bibliographical References

=====

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of Repository: _____

=====

10. Geographical Data

=====

Acreeage of Property: 27 acres

UTM References (Place additional UTM references on a continuation sheet.)

Roanoke, Walkersville and Orlando Quad Maps

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

Weston & Gauley Bridge Turnpike
Name of Property

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County and State

11. Form Prepared By

Name/Title: Paige Cruz, ranger/interpretive specialist

Organization: US Army Corps of Engineers Date: 15 February 1998

Street & Number: 502 8th Street Telephone: 304 / 529-6992

City or Town: Huntington State: WV Zip: 25701

Property Owner

(Complete this item at the request of SHPO or FPO.)

Name: U.S. Army Corps of Engineers

Street & Number: 502 8th Street Telephone: /

City or Town: Huntington State: WV Zip: 25701

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UTM

	Zone	Easting	Northing	Quad
A	17	545280	4303363	Roanoke
B	17	545070	4303505	Roanoke
C	17	543680	4302640	Walkersville
D	17	543160	4300140	Orlando
E	17	541230	4299275	Orlando
F	17	540745	4297640	Orlando
G	17	539540	4298080	Orlando
H	17	538930	4297650	Orlando
I	17	539000	4294660	Orlando
J	17	538000	4293380	Orlando
K	17	537060	4293715	Orlando
L	17	537265	4293855	Orlando

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Description of the property

The nominated section of the Weston and Gauley Bridge Turnpike begins at the Little Kanawha River near the Bulltown Historical Area and ends about one mile from the Stonewall Jackson Lake property. This section of the historic turnpike is approximately 10 miles long. The surface of the old turnpike is currently just a dirt surface, with the road generally following the ridgeline and the slope of the terrain. The present condition of the old turnpike, now a trail, is cleared and open. The U.S. Government purchased additional property, containing a later access trail, along the ridge top to Stonewall Jackson Lake to provide additional access to the old turnpike. Both the old turnpike and this newer access trail are within the boundaries of the nominated sections. The 1.5 mile access trail is a noncontributing section.

Long sections of the old Weston and Gauley Bridge Turnpike were incorporated into what is now U.S. 19, and were paved in the 1920s. The new road was located in the valleys, thus leaving several lengthy sections of the old turnpike in original condition.

While there may be other significant sections of the road, this original section represents one of the longest sections in public ownership available for hiking in an unpaved condition. This 10 mile section is approximately 20 feet in width. For most of the trail, it passes through a heavily wooded area. The right-of-way section between Burnsville Lake and Stonewall Jackson Lake has farmland on either side for long stretches.

There are some wet and overgrown areas along the length of the trail. The Corps of Engineers placed approximately 5.5 miles of protective fencing along the trail from Burnsville Lake property line past Mt. Hope Church to the Stonewall Jackson property line during the construction of Burnsville Lake in an effort to protect and preserve the trail from improper use by ATV's and four wheel drive vehicles.

At the southern end of the trail by the lake's edge and the present beach, near the Bulltown Historical Area, is the site where an old covered bridge stood during the years the turnpike was in service. The stonework foundation for the bridge abutment still remains and is underwater during the summer recreational pool. The abutment is composed of large, approximately 2x2x4 foot, blocks of sandstone used to support one end of a former covered bridge. Holes in the top course can be compared to supports for a metal railing found in photographs from the late 19th century. The abutment is considered a contributing structure for the turnpike and is one of the few remaining features.

The section of the road beginning near the lake's edge, and passing through the Bulltown Historical Area is basically in good condition except for an area near the Cunningham House where the drainage is poor. From there part of the old turnpike near the Bulltown Historical Area is now part of County Route 19/12, which is still in use and unpaved (approximately 1.4 miles).

Volunteers have cleared the trail from Big Knawl Creek north to Mt. Hope Church. North of Mt. Hope Church, the road has some areas in excellent condition, while there are some

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wet areas along the right of way and abundant multiflora in the area. Volunteers keep the access trail section cleared, with its scenic views of the rolling farmlands.

In summary, the old turnpike is in good condition with an unpaved surface. It is accessible from both ends of the nominated section, and is open to hikers.

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Statement of Significance

The Weston and Gauley Bridge Turnpike is significant under Criteria A for Transportation. The road served as an early transportation route for developing commerce in Braxton and surrounding counties. Farmers used the road to transport their products to grist and sawmills located in Sutton, and provided access to the salt industry in the Bulltown area. Both Union and Confederate forces transported equipment and soldiers on the road during the Civil War. The period of significance, which reflects its heavy usage, is 1849-1917.

The wild and largely unsettled region of western Virginia was opened up by the building of the Weston and Gauley Bridge Turnpike. The bold undertaking began in 1847 with limited resources and lack of local engineering experience. Built in response to local institutions, the road became a part of a regional road system providing a connection for commercial and industrial development. The entire length of the Weston and Gauley Bridge Turnpike was only about 110 miles. It ran through a very rugged part of the Appalachians along the ridges of the hills, and was used by the troops of both sides during the Civil War.

By the 1840's the population in Lewis, Braxton, and Nicholas counties had increased enough to warrant the need and make possible the construction of a north-south road. It was necessary to construct a road for farmers to transport their products to the important grist and sawmills located in Sutton, county seat for Braxton. Access to the salt industry in the Bulltown area added to the traffic. Individual subscribers took stock in the turnpike company and \$12,000 was raised. Stockholders appointed a Board of Directors at the first meeting of the stockholders at the Braxton County Courthouse in Sutton in 1848. Their first president, Felix Sutton, remained president and John Byrne remained treasurer until the road was completed. However, the five directors changed frequently. The Board of Directors were criticized for mismanagement and incompetence. Inexperience and vested interests contributed to poor decisions on the part of the Company, and private interests prevailed over public good at times. Interested landholders worked to influence the location of the road to their benefit. Although not all were self-serving, the directors appeared to have favored friends and relatives for construction contracts. Sutton was praised as "an honest man but very easily imposed upon". The company constructed the Weston and Gauley Bridge Turnpike between 1849 and 1858.

The road was fifteen feet wide and cleared to thirty feet. It was not macadamized over its entire length, but the earth surface maintained by a horse-drawn drag. Small sections around the principal towns were macadamized and built under separate contracts. The first contracts were let in 1849 with the cost of construction varying from \$310 to \$405 per mile. By 1858 the road was completed and under toll except for eleven miles at the south end which had not yet been accepted by the road commissioners. The final accounting showed the cost of construction averaging \$446.59 per mile. The more difficult sections were built last. The road had a variety of bridges with both covered bridge and suspension bridge designs being represented. The company built no toll houses but used turnpike bars instead.

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The tolls barely paid for the repairs to the road and it was never profitable. Use of the road during the Civil War almost completely ruined it by the ruts created by wagons and horses traversing the road, and little or no repairs. Any chance for profit was lost by the Weston and Gauley Bridge Turnpike Company because of the condition of the road and the lack of money to repair it.

During the Civil War, the Union used the Weston and Gauley Bridge Turnpike to move troops from the north in a flanking movement to take control of western Virginia. In August of 1861, Colonel Tyler left Weston with the Seventh Ohio Regiment and marched down the turnpike. They met with little resistance, but were troubled with bushwackers at Powell's Mountain in Nicholas County. General Rosecrans brought more federal troops down the turnpike to Sutton September 1861. They fought a battle at Carnifex Ferry and, in November, at Gauley Bridge which left the Union in control of the Kanawha Valley. During 1861, Rosecrans had assembled more than 10,000 Union troops at Clarksburg, and had a line of Union command posts (with a regiment or two each) all along the Weston and Gauley Bridge Turnpike at Weston, Bulltown, Sutton, Summersville, and Gauley Bridge. The future president, Rutherford B. Hayes, described "sweeping down Gauley pike" as a private in the Twenty-third Regiment, Ohio Volunteer Infantry to first join the Rosecrans' forces at Bulltown. He described the countryside as wild and rugged. For the remainder of the war, West Virginia was largely in the control of Union forces. The Confederates did try several attempts to break through from the east. The turnpike was reported in bad condition from the retreating wagon trains. Although the turnpike was used mainly for the movement of troops, there was some fighting along its way. There was a small engagement at Bulltown on October 13, 1863.

The Union had fortified a site early in the war on a hill on the north side of the Little Kanawha overlooking Bulltown, probably to protect the river crossing on the turnpike. (Remnants of the fortifications are still extant.) The "fort" was occupied by about 400 Union soldiers under Captain William Mattingly. They were attacked by Confederate troops led by Colonel William Jackson. Surrounded, the Union troops refused to surrender, and sent for help to Clarksburg and Weston. The Confederates camped for the night at Salt Lick Bridge. The next day, Union reinforcements arrived from Clarksburg and forced the Confederates to retreat along the Weston and Gauley Bridge Turnpike.

The Weston and Gauley Bridge Turnpike deteriorated quickly from the constant use, and there was no means to keep it repaired during the war.

The new state of West Virginia (formed in 1863) did not have the means to construct and repair roads and bridges. In 1866, the West Virginia state legislature transferred all turnpike roads and bridges to the counties. What became of the Weston and Gauley Bridge Turnpike is not clear. The road remained in some type of use until the formation of the State Road Commission in 1917.

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A major change occurred in the 1920's when there was a movement to develop new hard surfaced roads to replace the old muddy roads. According to *A History of Weston and Gauley Bridge Turnpike*, "the Weston and Gauley Bridge Turnpike, together with its tributary roads, did establish the road pattern for the area which has changed very little until the recent construction of Interstate Route 79".

The Weston and Gauley Bridge Turnpike was an important link in establishing an early road system in West Virginia. Other roads were built to connect to the turnpike and provide a system of transportation in the region. Because the new road, U.S. 19, followed the valleys instead of the ridges where the old turnpike was located; several sections remain in essentially original condition including the section nominated. The turnpike reflects the movement in West Virginia to establish land routes for transportation.

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BIBLIOGRAPHY

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Kemp, Emory L. and Janet Kemp. *Building the Weston and Gauley Bridge Turnpike*, West Virginia History, volume 41, no.4, summer 1980.

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Workers of the Writers Program, WPA. *The Bulltown Country Number 10, Folk Studies*, Charleston, November 1940.

Howe, Barbara J. *Rural Life in Central West Virginia: The Bulltown Country, a Cultural Resources Study by West Virginia University*, U.S. Army Corps of Engineers, 1981.

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BOUNDARY DESCRIPTION

The boundary of the nominated property is approximately a ten mile long section of the old Weston and Gauley Turnpike beginning at the old Bulltown Covered Bridge abutment (which is underwater when the lake is at the summer recreational pool level) near the Bulltown Historical Area at Burnsville Lake. The road passes through the Bulltown Historical Area and becomes part of County Road 19/12 for 1.4 miles. It continues to Little Knawl Creek and on to the project boundary to the north. From the boundary, the road continues on through the woods and along the Corps' property right-of-way (owned in fee) to Mt. Hope Church for approximately two miles. The turnpike boundary crosses the unpaved Glover Fork County Road at Mt. Hope Church and continues along the ridge line to Chapman Road for another two miles. At that point, a 1.5 mile access road (noncontributing element runs from Chapman Road to Stonewall Jackson Lake's property line. The turnpike road is approximately twenty feet wide on the Burnsville Lake Property. The turnpike section from the Burnsville Lake property line to Chapman Road, and the last 1.5 mile access trail, are approximately sixty feet wide and fenced.

BOUNDARY JUSTIFICATION

Except for a small section, the Weston and Gauley Bridge Turnpike is owned in fee by the U.S. Government as a part of the Burnsville Lake Project from the Little Kanawha River to the Stonewall Jackson Lake property line. A small section, approximately 1.4 miles long, near the Bulltown Historical Area is part of County Route 19/12. A Corps owned access section connects from the turnpike at Chapman Road to the north, with the Stonewall Jackson Lake property, and another section of the old turnpike road, which is outside of the boundaries for this nomination.

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Photo 7 of 11: Road surface of the turnpike, between Big Knawls Creek and Mt. Hope Church.
Camera facing South, along a ridge top.

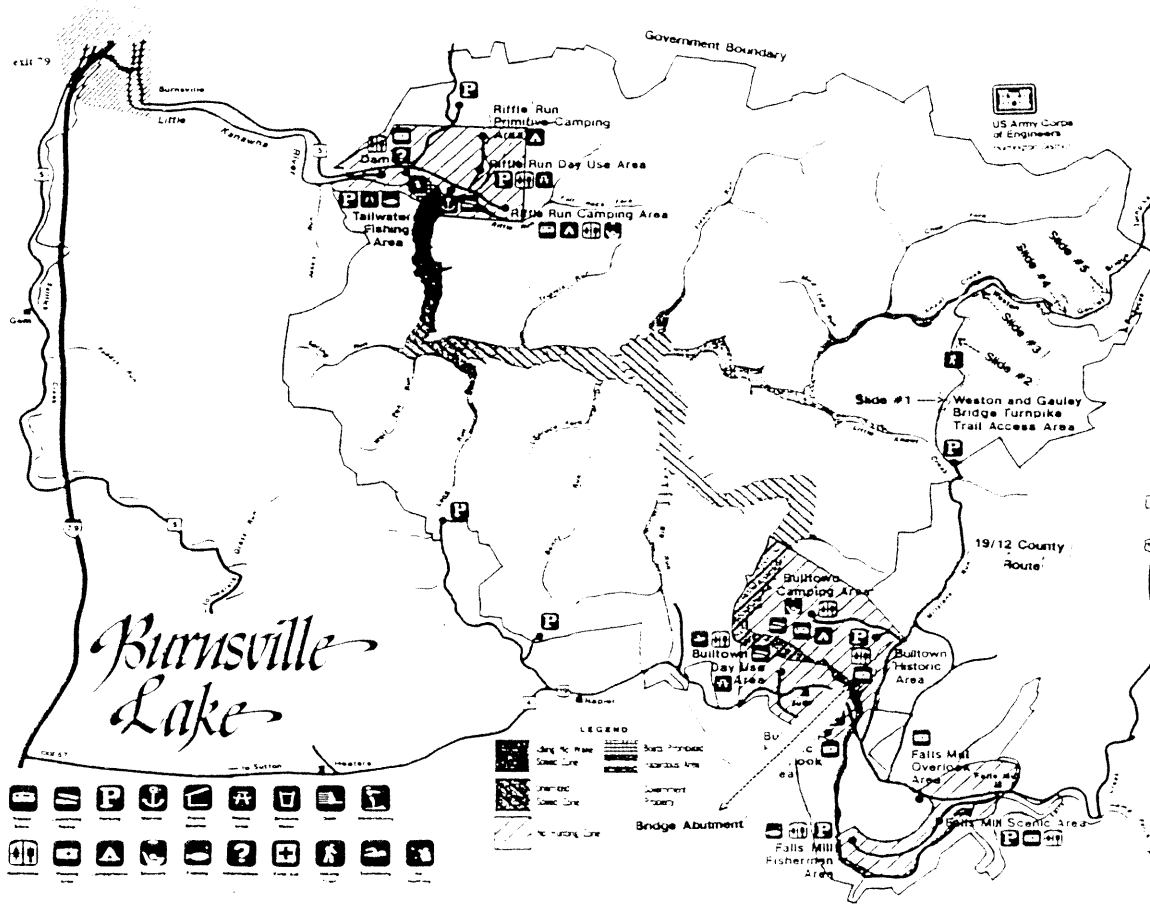
Photo 8 of 11: Road surface of the turnpike, between Big Knawls Creek and Mt. Hope Church.
Camera facing North, near the Mt. Hope Church

Photo 9 of 11: Road surface of the turnpike, near the Mt. Hope Church
Camera facing North, access for the trail hikers.

Photo 10 of 11: Road surface of the turnpike, between Mt. Hope Church and the Stonewall Jackson Lake Property line. This area follows the ridge top.

Photo 11 of 11: Bullstown Covered Bridge abutment along Little Knawl Creek.
Covered by water during summer season by Burnsville Lake.
Camera facing North

Weston and Gauley Bridge Turnpike



Slide Views are the same as Photo Views

Map Scale: 1 inch = 1 mile

